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"SOUTH AFRICA" HANDBOOKS—No. 78.

NOTES ABOUT SOUTH-WEST AFRICA.

AN INTERESTING INTERVIEW.

FROM A NINE YEARS' RESIDENT.

AN INTERVIEW IN 1894.

WRITTEN ABOUT TWO YEARS AGO.

SEEN THROUGH GERMAN GLASSES.

Pam - Africa - South
S.W. Africa
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NOTES ABOUT SOUTH-WEST AFRICA.

(Reprinted from "*SOUTH AFRICA*," December, 1914.)

AN INSTRUCTIVE INTERVIEW.

THE territory still known officially as "German" South-West Africa looms so largely on the horizon in these days that all fresh and reliable information relating to the country soon to be tacked on to the South African Union must be of great interest. A representative of *South Africa* had a talk in London this week with a gentleman who knows South-West Africa better than most Englishmen know London, and he was able to give him many new and interesting facts as to this important tract of country which will soon be labelled in plain English. Picking up a copy of *South Africa* and turning to our map of what has previously been German territory (reproduced for reference in our current issues) our informant said he would like to compliment the Editor of *South Africa* on the production of such an excellent map. "It is by far the most intelligible map of the country I have seen, and I think it is a most reliable document," he said, "and one that all South Africans should have near them at a time like the present." Discussing the conditions in German South-West Africa, our informant said that, entering the territory from the Atlantic side, troops would be confronted with a very difficult piece of country containing not a drop of water nor a blade of grass, and bordered by a vast stretch of shifting white sand for a distance of seventy or a hundred miles. All the way up the Atlantic side there ran this strip of shifting sand. Travelling further inland, the country rose abruptly, and one got on better ground with water in places and a fair amount of bush and some grass. The two most important railways are from Lüderitzbucht and Swakopmund, which run into the hinterland,

where the Germans have built a strategic railway from Windhoek to Kalkfontein. This is purely a military line and has been constructed within the last five years for the purpose of shifting troops north and south as occasion might need. From this point toward the Eastern frontier, which is the line of 20 degrees east longitude, there is much more grass and the land is more fertile.

It is this eastern quarter of the territory which would be the best entrance for an invading force from South Africa. The Union rail-head is at Prieska [A little further now.—ED. S.A.], and there is a fair Karroo road from Prieska to Upington, which is a prosperous little town on the Orange River.

"I suppose this would be a good road for our troops?" asked our representative.

"Yes," continued our informant; "I am just tracing the ground over which I think our troops should go. Travelling from Upington to Aries Kop, and thence to Kalkfontein, would bring our forces into a good position for water and in touch with the strategic railway referred to. There is a garrison of German troops at Warmbad, which lies 30 miles south and is connected with Kalkfontein by a very good road. If once our troops were in possession of the strategic railway, they could move rapidly north. They could easily get to Seeheim, which is the junction for the Lüderitzbucht railway and Keetmanshoop. Keetmanshoop is the Government centre for the southern portion of the German administration, and houses a considerable population. Our forces could push from Keetmanshoop to Gibeon, Rehoboth, and as far as Windhoek."

"Would it help very much if we got possession of Seeheim, Kalkfontein, and Windhoek?"

"If we once got hold of these three places then no further German force could operate with success against us. Of course, there is a railway from Karibib to the Otavi Mines and Grootfontein, but very little operation could come from this district, as immediately to the north is Ovambaland, which has never yet submitted to German rule. The Bondelzwart and the Damaras and the Herreros are the chief native tribes in the country, but there are also the Ovambas. At one time it was computed that these tribes and other smaller ones numbered 100,000, exclusive of the Ovambas, but after the Herrero war in 1904 20,000 could not be found, and now native labour has to be recruited from the Cape."

"What do you think of the territory as a whole?" we asked.

"The country enjoys perfect

IMMUNITY FROM CATTLE DISEASE

because it is protected from the south by the Orange River, which is as big as the Thames at Richmond, and on the East by the Kalahari, through which no communication can pass, and on the West by the Atlantic Ocean."

"The Germans in the Colony seem to have been very much isolated?"

"Yes, the policy of the German Government has been to cut off the Colony from all intercourse with the rest of South Africa and to force communication through Lüderitzbucht and Swakopmund. A railway has been suggested on several occasions—and indeed the route has been marked on *South Africa* maps—running from Keetmanshoop to Kuruman and Fourteen Streams. By the construction of this line "German" South-West Africa would be brought into direct communication with the Transvaal, and thus enable miners and farmers from the Union to open up the territory. As there is no coal in the Colony, it would be a means of importing the coal which is necessary."

"The country is very rich in other minerals, is it not?"

"Oh, yes," was the reply; "the territory is rich in copper, galena, tin, diamonds, and mica. It only requires opening up from the east to enable miners to explore the land."

"What are the coast ports like?"

"Lüderitzbucht has a nice little harbour and could be greatly improved. Swakopmund has been a very expensive experiment for the Germans, as they have constructed a harbour in opposition to Walfisch Bay, which adjoins and belongs to England. I think Swakopmund can never be made into a harbour. With the English flag hoisted at Windhoek, Walfisch Bay would become an important harbour, and the present railway to Swakopmund could be linked up with Walfisch Bay by a new line about 25 miles long. By this means two good harbours could be added to the territory, and the ports made available for European steamers. In time there would be a through train service from one or other of these ports to the Transvaal, which would shorten by two or three days the journey for passengers from England. In the Colony there is some of the best ranching ground in South Africa."

"How many German troops are there in the country?"

"I should say at the most about 10,000, and a force of 20,000 from South Africa, including Imperial troops assisted by the Defence Force,

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would be sufficient to subdue the enemy. When we got across the border our commanders would be well advised to divide the enemy as much as possible. I think our troops could march from De Aar to Seeheim in less than 20 days."

"Have the Germans made great preparations in the event of trouble?"

"Yes; they have large artillery bases and also huge warehouses containing stores."

Summing up the situation, our informant said that it was the most natural thing in the world that we should take South-West Africa. This the Germans know full well, and we must not think that they were unprepared. During recent years they have put down over 1200 miles of railway at an estimated cost of £5000 per mile. In conclusion, he thought that the Germans had made one great mistake—a fatal mistake. The war had broken out two years too early for them. Their time for war was 1916, but war in 1914 was quite a different matter.

TROOPS IN THE COUNTRY.

The number of troops maintained in South-West Africa by the German Government has (says the *Gwelo Times* of August 6) usually been exaggerated. Incidentally, it may be observed that the affairs of the German Colony are directed from Berlin, and do not come within the purview, as sometimes is assumed, of the German consular officers stationed in the Union. The active military force in South-West Africa is certainly less than 4000 men, and probably does not exceed 3000.

The main force, which is known as the Protectorate Troop, is composed of army veterans who have taken up their residence as Colonists in the country. The troop numbers about 2500 men, and is commanded by officers of the Regular Army. This force is the garrison. In addition, there is a police force which, it is understood, numbers some 500 men. In the event of a general call to arms, to which all the Colonists must respond, it is estimated that an additional 6000 men might be available.

The aerial contingent consists of a monoplane and two biplanes. With these the scattered settlements and outlying desert are effectively patrolled. The aeroplanes perform useful services in conveying any news of importance to the lonely Colonists, and in summoning medical aid in emergency to their families.

On the coast, the German fleet has a solitary representative in the gun-boat *Eber*, of 1000 tons. The *Panther*, which figured so prominently in the Agadir affair of three years ago, is no longer stationed on the coasts.

of South-West Africa, having been recalled to Home waters. The artillery at the disposal of the Colonial force is, it is believed, the same as was engaged in the Herrero war, and may, therefore, be regarded as well past its prime.

FROM A NINE YEARS' RESIDENT.

THE following appears in the *Friend*, published recently at Bloemfontein:—

“Although marching with the Union, comparatively little is known here about German South-West Africa, the most important colony of the German Empire. There is no communication with the colony except by sea. To the inland provinces of the Union especially, Damaraland is a terra incognita which has only sprung into prominence now when speculation has arisen as to its ultimate fate.

“A gentleman who resided for some nine years in the German colony, and is now in Bloemfontein, was yesterday asked to give a representative of the *Friend* some idea as to the conditions of the neighbouring territory. On the whole, this gentleman can hardly be said to be very enthusiastic either as to the possibilities of the country or its Government. In times like these, when matters military are rapidly becoming an obsession, the first question that rises to one's lips is the strength of the garrison. The question is the more apt to arise as there have been many tall guesses as to the military power of Germany in its African colony.

“‘The total White population of the colony is only about 12,000,’ said the ex-Damaralander, ‘and of this number not more than 3500 are soldiers. This force is scattered over the whole country. There is no fear of an invasion of South Africa because the German troops would have to pass through an extremely difficult country, and owing to the scarcity of water no force of more than 500 men could hope to make any serious inroad into the Union. This remark applies equally to an attack on German territory from here.’”

Questioned on the general position of the Colony, this gentleman said German South-West Africa was similar to the country about Upington, only better owing to the greater rainfall. There is beautiful grass after the rains. The country is excellent for stock-raising, fat-tailed sheep and cattle thriving.

“The only products, apart from the diamond mines at Lüderitzbucht,

are meat and a small quantity of vegetables, in addition to a little grain grown in the north. German South-West Africa is, therefore, not self-supporting. Everything is imported except meat. It would be the easiest thing in the world to blockade the country. You have only to place a warship off Lüderitzbucht and another off Swakopmund to prevent any supplies being introduced."

The chief towns, he explained, are Windhoek, with a White population of about 1000; Swakopmund, with 100 or 200 fewer. Lüderitzbucht has about the same population as the latter, and Keetmanshoop and Malahoe with about 600. The town where there are the most English people is Lüderitzbucht, where there is a British Consul, Mr. Muller, who is away at present. There are a large number of English people on the diamond fields also. Lüderitzbucht, the centre of the diamond industry, is situated on the sea coast in an extremely arid belt. It receives its water by train from Garob, about 70 miles. This water is mixed with the condensed water. There is not much social life, except what is found in the public-houses or the restaurants. The only form of sport indulged in is horse-racing.

"It is not a particularly attractive country to live in, but it is comfortable, and there is not the rush there is here. They take things easy over there. You have rigid social distinctions. The officer, who is looked upon as a little god, is the dominant factor. Then you have the various grades of Government officials, and finally, on a lower rung, there is the merchant. These class distinctions are very keenly drawn. Pretty well everything is just the reverse of what it would be in a British Colony."

The climate, according to our informant, does not appear to differ very much from that of the interior of the Union. It is very hot in the summer, and in the winter it is almost as cold as it is here.

The temperature in December and January is anything from 105 degs. to 125 degs. in the shade at midday. The soil is very sandy, and it is rather dusty, for strong winds are prevalent, especially in the month of October, when life is not at all pleasant. There is only one perennial stream, which is a mere trickle during the dry season, but artesian wells are now being sunk near the eastern border. At Keetmanshoop a supply of about 20 cubic metres per hour, sufficient to serve the whole town, was recently struck.

South Africa has sent many of its sons to German South-West Africa. There are a large number of South African Dutch farmers in the country, chiefly in the south, while in the north settlers are preponderatingly

German, and they are not of the best class. At the same time, said the former Colonist, the farmers in the north are very progressive. It is even claimed that they are more advanced than their *confrères* in the Union, while the farmers of the south are rather backward.

The Government is not likely to appeal to South Africans in the view of our informant. "It is too autocratic," he said. "There is far too much government. There is one official out of every three in the population, and it is a great burden on the country. Take a place like Keetmanshoop. The town and country around can be compared with Upington and the district, where they probably have a magistrate and one or two clerks. At Keetmanshoop they have a Deputy-Governor with a Secretary and about half-a-dozen clerks in addition to ten or a dozen policemen, who are also largely engaged in clerical work. Then there are the law courts, with two judges, a Secretary, and another half-dozen clerks. There is, it is true, an awful lot of litigation, chiefly over debts.

"It can hardly be said that the English are looked upon with favour. The Germans don't approve of them, and the English don't like the Government because there is too much red tape. The Dutch population is not pleased with the Government, which they find very different from what they were accustomed to have. I do not think much of the future of the country—at least, not under German rule. It is highly mineralised, but it has still to be developed. I have no great opinion of the German as a coloniser, for one thing, because he wishes to do everything on the same lines as he does it in Germany. The system of Government is an elaborate machine not at all suited to a thinly-populated country like German South-West Africa."

BRITISH LÜDERITZBUCHT.

We have had a good deal to tell our readers lately about Lüderitz-bucht, which is now a British town. We had something to say about it in our last issue, and on the 12th ult. we showed that it was a nice little harbour capable of improvement. We give to-day some more illustrations of the place. It has no vegetation and little greenery of any kind raises its head; but the formation of brown-grey rocks is picturesque, and hills and valleys surrounded by a border of sea not at all unsightly. Many of the houses are well-built, comfortable homes. As the ship swings round, the nearest buildings one sees are a good-sized church and the clergyman's house. Missionaries certainly deserve every praise for the good work they are achieving. Dominating on a hill stands the large

cathedral, and close by the offices of the Deutsche Diamanten Gesellschaft. A cool breeze blows from the north, but during December, January, and February the heat is trying. Water is almost non-existent. It is brought in tanks from Cape Town or condensed on the spot. No corrugated iron being allowed except as sheds or working premises, the buildings have a ship-shape appearance. There is a great deal of sand in the streets and such trolleys as there are are only used for merchandise. The dinner hour (or hours) occurs in the middle of the day, and there is a long siesta afterwards, black girls meanwhile sitting on doorsteps to guard business premises. There is a more pretentious style of architecture than is seen in such small places in Africa. The few people who are in the streets are well dressed and have a prosperous air, children playing in the sand being red-cheeked and healthy. Lüderitzbucht is free from fever, and there is little illness of any kind. The great drawbacks are lack of water and the absence of trees and gardens. The people take infinite pains to produce something green, bringing up soil from Cape Town, but the efforts in this direction are not very successful. The Cathedral has two stained glass windows given by the German Emperor and Empress. Looking at the sea from a height a blue bay spreads out, surrounded by a wreath of arid grey rocks, and marvellous swirls of sand-dunes created by the wind, which is renowned here. The sand and rock resemble a sea, and geologists think that centuries ago the land must have been the bottom of a great ocean or river bed. At the back of the town are the recreation grounds and the race track of Boerenkamp. Lüderitzbucht has its race meetings on holidays, but as yet there is no theatre. From the hill the entire panorama is seen distinctly, including Shark Island, on which is erected a large hospital. In our issue of the 12th ult. we gave the latest news about the diamond fields in the neighbourhood, and they have been many times described and illustrated in our pages. The Portuguese gave the town the name of Angra Pequena. Their fleet, consisting of two vessels of 50 tons each and a store ship, under the command of Bartholomew Dias, left Portugal in 1486. Sailing southward, and passing along a barren shore, covered the greater part of the time by a thick haze, Dias came to an inlet or small gulf, with a group of islets at its entrance. There he cast anchor, and for the first time Christian men trod the soil of Africa south of the tropic of Capricorn. To this inlet he gave the name of Angra Pequena, or small bay, and by this name it was known until the German occupation of South-West Africa.

AN INTERVIEW IN 1894.

WHEN we interviewed Sir Pieter Bam in 1894 about Damaraland, we had hardly dared to hope that in 20 years the Union Jack would be flying at Angra Pequena. The interview, which appears in *South Africa* of August 28, 1894, has now a peculiar value and interest. It is as follows :

We have had the pleasure of a call from Mr. P. C. van Blommestein Bam, who is a comparatively recent arrival in this country from Cape Town. Mr. Bam underwent quite a unique experience in Damaraland some five years ago. Being a friend of the late paramount chief Kamaherero, he incurred the displeasure of the German officials by residing at the former's kraal for some three or four weeks ; and, in fact, his presence was made the pretext for a most unwarrantable interference with the liberty of British subjects by the arrest of his friend, Mr. James Ford, and himself, on the trumped-up charge of inciting the natives to sedition. For this charge it is needless to say there was not the faintest foundation. Mr. Bam and his friend had but one concern at the time—to wit, the pursuit of pleasure in the form of big game. "We were kept prisoners in chains at Chaubis for ten days," said Mr. Bam, in reply to our questions, "and during the whole of that time we were out in the open air day and night, exposed to all the inclemencies of the weather. This, I need not tell you, was a very great strain on us both. I was scarcely 20 years of age. We felt that a great insult had been offered to us, and on our release we represented the facts to the Cape Government in the hope that they would make their own representations to the Imperial Government on the subject. Sir Gordon Sprigg was very kind in the matter, and when he was over here latterly made a special point of mentioning the circumstances to the Home authorities. Nothing, however, has been done, and we ourselves, being disgusted with the latter's inaction, have let the matter slide. Of course, there is still this inconvenience, that in consequence of the non-settlement of the affair in the absence of any apology on the part of the German authorities, we cannot return to the country without paying the guarantee which they had demanded of us." In reply to further inquiries, Mr. Bam assured us that, irrespective of any feeling of his own in the matter, the position in Damaraland at present was unsatisfactory. He does not consider that the Germans would be able to establish, before an impartial commission, their claim to a protectorate of the country. Their so-called protectorate was got in this way—Kamaherero himself told Mr. Bam. "A missionary took me down to his house, made me drunk, and also drugged me, and then made me sign the protectorate." This document Kamaherero repudiated to the time of his death. The paramount chief, as perhaps you are aware, was poisoned about two years ago, and was succeeded by his son Samuelherero."

"We suppose when you were in Damaraland you had an opportunity, Mr. Bam, of forming some opinion as to the capability of the country for agricultural or mineral development, or both?"

"Yes, I carried back to Cape Town some specimens of gold ore, and had them sampled, and they yielded 2 ozs., 3 ozs., and as much as 4 ozs. to the ton. It is a very fine agricultural and pastoral country."

"Who are the actual possessors of the mineral rights in the country?"

"The mineral rights all over Damaraland were acquired from Kamaherero by Mr. Robert Lewis, and the former told me repeatedly that he had given Mr. Lewis the concession. This last is in the hands of some financiers in England, who are pressing their claims; but, in the meanwhile, the Germans have taken upon themselves to grant concessions to other parties, and so interests have clashed, with the result that no development has been done in the country in the meantime."

"We believe we are correct in saying that the Swakop River Railway scheme has yet once more been revived in Berlin?"

"Yes, I have heard the same report. The Swakop River, as you know, is just on the boundary of the strip of British territory of some 25 square miles extent known as Walfisch Bay. The Germans are trying to make a landing place there, the idea being to make a railway from the Swakop mouth into Damaraland, and right on to the borders of the British South Africa Company's territory. Of course, you are aware of the stipulations in the Anglo-German Convention with regard to the Walfisch Bay territory. A point has been in dispute from within two years of the date of that Convention, and has not yet been settled. There is a little fountain on the borders of the Bay territory which is virtually within the British boundary. The Germans claim it is within their jurisdiction, and the Colonial Government resist that claim. If the question was not settled within two years, it was to be referred to arbitration. I merely mention this as an instance of the sort of thing that goes on. There is no real practical advance of any scheme in the country."

"Then the Colonial Government are not in favour of a scheme for the building of a line?"

"No, I should think not. The Swakop River is 800 miles nearer England than Cape Town, and in the second place it is about half the distance across from the river mouth to Charterland that it is from Cape Town to the latter. The construction of the proposed line would, of course, seriously damage the present trade of the Cape Railways; indeed, the latter would, save for the inter-Colonial trade that would be left to them, have to shut up shop. For Walfisch Bay to cease to be British territory would mean the closing up of the Cape Railways. The Germans are trying to get hold of Walfisch Bay. I cannot too strongly urge that in view of this, so far from England exchanging Walfisch Bay for some other territory in another part of the

world, as has been mooted, the German pretensions to the Protectorate in Damaraland should be thoroughly investigated, and if found to be feasible Damaraland and Namaqualand should be constituted British territory. Development thereof would make them sufficiently large and valuable undertakings. The capabilities of the soil are very extensive, and a railway to open up the country would of itself probably pay in such event. If it were wise to extend it, it would, of course, be extended."

WRITTEN ABOUT TWO YEARS AGO.

THE Special Commissioner of the *Transvaal Chronicle* wrote the following about two years ago:—

LÜDERITZBUCHT, May 21.

"Every German is an asset to this country."—Lord Selborne, January, 1910.

"The only gratifying feature in the census returns is the fact of the large decrease in the number of foreigners in our midst."—*Lüderitzbuchter Zeitung*, January, 1911.

Whilst these lines are being penned the oft-recurring damp, chilly fog hangs like a pall or grey mantle over land and sea, and the distant foghorn from across Diaz Point sets up dismal warning notes to those that "go down to the sea in ships." And to-day a great pall of shrouded mystery and uncertainty hangs over the civilised world, one nation after another quietly but surely arming to the teeth for the inevitable.

THE EARLY SCHEMES.

In the forefront stand England and Germany—the latter in all its works constantly letting the world know its daily motto, "Si vis pacem, para bellum." It is common knowledge amongst all Germans on the spot that Bismarck's aim and desire was to effect a footing in South Africa—*i.e.*, the Transvaal, even if at the risk of insult to the Boer Government in the days long gone by. Baulked, however, by the fact of the Bechuanaland annexation, the scheme to construct a strategical railway from the Swakop *via* Windhoek to Johannesburg failed. So did a further scheme by which "a few regiments of Prussian soldiers could be landed at Delagoa Bay to force a passage into the Transvaal!" (*vide* a Transvaal Secret Service document). The amount of ammunition near Angra Pequena in 1883 gave rise to grave suspicion at the Foreign Office in Downing Street, for the country had once been British, and move-

ments of troops, &c., in 1885 were watched by British officers after the quitting of Palgrave at the outbreak of the Hottentot and Herero wars in 1887. David Radford, whom I have met personally, would have hoisted the British flag if the Cape Government had only given him encouragement. He has been in the country since 1861, and is there to-day, fighting the Kolonial Gesellschaft for a big tract of territory.

HOW THE BOERS ARE TREATED.

Ever since 1884 the country has been in the throes of war and turmoil. The subjection of the tribes from 1904 to 1908 makes sad reading. But for the assistance of hundreds of British and Dutch Afrikaners, it is doubtful whether the Herero war would have been settled even in the long space of four years. There are Boers in the country to-day who have rendered splendid services to the Germans, but who have been treated shamefully ever since, and are now fast leaving the country. On one of the boats I recently made a trip to Cape Town. There were eight Afrikaner families returning to the Transvaal and Rhodesia. Judging by their remarks alone, apart from the stories I have heard since my stay in the country, feeling between German and Boer is very strained. They do not understand each other. The German soldier envies those of another nationality who wear the Kaiser's medals for conspicuous bravery and deeds of valour on the battlefield, and to-day many an Afrikaner wears the black and white ribbon—a coveted “order.” The shooting of Marengo, on September 20, 1907, by Major Elliott, of the C.M.R.—a corps, by the way, into which so many Germans would like to get—was another event which fanned the jealousy of the German officials. They had been on the track of Marengo for months. Major Elliott settled the matter in a couple of hours, and the coveted “Kaiser Medalle” went to him instead.

COUNTRY IN A SHOCKING STATE.

To-day the country is in a sad state. Owing principally to the political uncertainty due to the want of self-government—everything has to be done through Berlin—very little capital is coming into the country. There are several rich mineral bearing propositions in the southern portion, where successful farming is impossible owing to the want of water, but no one will touch them. Attempts to draw British capital into the country have failed. Industries are practically *nil*, except those of the diamond companies, where operations should pay. Numerous fields have closed down owing to insufficient stones being recoverable; others

have not the wherewithal to continue. Men, thrown out of work, are daily leaving the country, many tramping across the border into British Africa. Numbers are caught up by the police and returned to gaol for debt or criminal offences of various sorts, which are never published by the German Press when heard in Court. To put it mildly, the country is in a deplorable condition. It is good only for officials, who predominate; officials, police, and military are everywhere. Thanks to my knowledge of German and Dutch, I managed to rub along fairly smoothly as compared with others who could not speak the languages. I had little or no trouble with the officials, with whom one must associate, especially a newspaper correspondent on the look-out for news.

But a foreign newspaper correspondent has not an easy time in German South-West Africa—not since the sensational trial last year of Messrs. Brandon and Trench. When I asked for certain military information, part of which is yearly published in their own pocket diaries, or “Taschenbuch,” I laid myself, quite innocently, open to the severest criticism, and was watched diligently for some three months by the restless eye of the chief of the Secret Police, a man without scruple in official methods, not only with foreigners, but his own countrymen as well. The most harrowing stories of injustice and police persecution have been related to me, and, judging by my own experience, a great many of them are true.

A REIGN OF TERROR.

The whole country to-day is seething with discontent; except the well-paid officials, everyone has his or her grievance—some of a very serious nature. But the treatment of Whites is insignificant as compared with that of the Black population. The Wilhelmsthal incident of last year is still fresh in the minds of the public, as an example of how natives and coloured people are treated.

The advent of the British Consul at Lüderitzbucht has not changed things materially. A very decent fellow, but Britishers are inclined to think he is too friendly with the authorities. Mr. Muller is of German parentage, and a Colonial by birth. A stern military man, impartial to a degree, is the man for such a post. Somewhere else I hope to shortly deal with the matter of Britishers' grievances; these would fill a small volume of their own. Jewish persecutions would fill another. So would the treatment meted out to the native population, if carefully written by an unbiassed person. Shocking revelations they would make. Space forbids detailed mention at present.

PREPARING FOR—WHAT?

There are ten thousand trained German soldiers in German South-West Africa.

Arms, ammunition, military supplies, and stores to last an army of 10,000 men, fully equipped, for six years, are now being rushed into the country.

Five thousand trained soldiers, with military equipment and stores for two years, are now concentrated within 150 miles of the Union border.

German official statistics show that there are only 8000 native males above the age of 15 in the whole southern portion of the country, and nearly all north of the area where the troops are concentrated. These natives possess no rifles, and two-thirds are in military camps under constant police supervision.

There are about 30,000 adult native males in the northern portion of the country. The Germans assert that they are afraid of outbreaks among these natives of the north.

It would take two days at the most to bring a strong German force to the Union frontier.

It would take 14 days to bring a similar force from where they are concentrated to this "dangerous" area.

The force concentrated near the Union border is therefore not intended for such native disturbances.

What is it there for?

Recently several inspired German papers have demanded an increase in the South-West African naval squadron and garrison. At present the number of men serving with the regular forces in German South-West Africa is 2300. But we must not forget that nearly 2000 German men enter the country annually, of whom a large number are officials. Every one of these is a trained soldier. Recently there has been a particularly keen official search through the country for all German subjects fit for instant military service. In fact, unusual activity prevails. Many young fellows are trying to get out of liability for service by escaping to the Cape. Even Cape Colonial born subjects have all been warned to report themselves to the nearest recruiting station. They are easily locatable, because every man and woman has a police pass and must report when arriving at or leaving a place of residence. The system is most rigid, and few can escape; none without grave danger or arrest. Every man must join the colours. I know of a cripple, suffering from a flat foot (a recognised

military disability), who has been pestered with military notices to report himself these past nine months. The man is not able to walk without a stick!

10,000 ARMED AND EQUIPPED.

The White population of German South-West Africa in January, 1910, according to official statistics, was 11,791; of these 8960 are males, an increase of males of 2996 as compared with the year previous. There has been an equally great increase since. The numbers given include the military. About 10,000 men can now take the field, and provision is made for 10,000 in guns, ammunition, supplies, and provisions now being stored in the country.

A glance at the bills of lading for 1910 shows that to every White man, woman, and child provisions equal to five and three-quarter tons are imported into the country. These bills of lading are guarded almost sacredly, and access to them is only possible by scheming and bribing the officials in charge of them. Why? Because the military supplies are not published under the heading of imports, but only what is being imported by the civil population. This is significant, and must be borne in mind when speaking of military supplies.

At the present moment a six years' supply of provisions and other stores is stored at a point north of Aus, 180 miles from the coast, 400 miles travelling from Raman's Drift, on the Union frontier. The idea is that should a foe land at Lüderitzbucht the population could be brought up within a day, some 120 miles of railway blown up, the condensers destroyed, thus leaving the enemy a long time without water in the desert sands around Angra Pequena. Aus is well supplied with good water. That is the reason why no public buildings worthy of the name are to be found in Lüderitzbucht to-day. Should a foe dare attempt a landing the town will be reduced to ashes and all buildings levelled to the ground.

FORCES ON THE FRONTIER.

The total number of horses in the hands of the military is estimated at about 8000, but between 15,000 and 18,000 are in the country in the hands of farmers and private people—who, of course, may be called on, with their horses, at any time for military service. Natives only own 820 horses. Cattle, small and large stock, are doing fairly well, the country generally is healthy, and East Coast fever has not yet made its appearance. There is a military horse breeding station at Nauchas, in the centre

of the country, where prize stock is reared. The riding school and dépôts are at Aus and Okawayo, in the north.

And now we come to the matter that affects the Union most directly. There are no fewer than 12 magazines and supply dépôts, all within a radius of 150 miles of the Union frontier, containing a total in permanent garrison of over 1200 men. These dépôts are Keetmanshoop, Warmbad, Narubis, Ukamas, Hasuur, Kanus, Gochas, Chamis, Churutabis, Koes, Kais, and Davignab. Of these Hasuur, Davignab, and Ukamas are within a couple of hours' ride of the border. The most important military centre is Keetmanshoop, on the railway line.

At Warmbad, Narubis, Ukamas, Hasuur, Kanus, Gochas, and Chamis there are six companies of mounted infantry, pioneer corps, and camel corps. There are mountain batteries at Narubis and Kais and two machine gun divisions at Koes and Churutabis. To this list come the ordnance stores, supply dépôts, helio and signalling stations, field telegraph and wireless corps, and the large and well-provisioned artillery dépôt at Keetmanshoop.

THE OVAMBO MYTH.

Now, German officers and civilians, when questioned, tell one, with an ominous smile, that the concentrating of troops, &c., enormous supplies in arms and ammunition, are directed against the Ovambos. If that is so, then why are they distant over 1000 English miles from Ovamboland proper, as the crow flies? Placed, in fact, at the extreme opposite corner to the scene of the alleged unrest. As a matter of fact, on visiting the farthest point in southern Ovamboland where the authorities would allow me to go, I found that the Ovambos are by no means a warlike people. All this talk of trouble with the Ovambos is the merest moonshine. Again, not a single Black man is allowed the retention of firearms of any kind. All these natives are absolutely unarmed. Police activity is by no means slack, every effort being made to locate any hidden firearms, but nothing is ever found.

An N.C.O. I spoke of declared that a portion of the Ovambos at the extreme northerly part of Amboland, hitherto a mere protectorate whose boundary to this day is undefined, was inhabited by a chief who took a large number of rifles from the Portuguese during the skirmishes in Southern Angola, prior to the Herrero trouble with the Germans. But on making official inquiries upon my return to Windhoek later, no one could verify the report. If the Ovambos were really the cause of all this arming

to the teeth on the part of the Germans, how is it that the Portuguese trading stations south of the Kunene River are not molested? To-day Portuguese traders may be seen peacefully at work, single-handed, in what is called German territory, and conquering the country by peaceable means. I have had several conversations with both Ovambo leaders and police patrols whilst at Grootfontein North during September of last year. There was nothing which led me to believe that trouble of any sort was brewing.

A COMPARISON.

And now a word about the difference in the strength of the number of the military in the south, or the Cape border, as compared with the columns in and near the "dreaded" Ovambo country in the extreme north.

In addition to the southern force aforementioned, there is a small northern force of barely 250 men distributed over a great tract of densely wooded and partly swampy country as follows: The Railway Company at Karibib, the 10th company at Okanjande, one battery at Johann Albrechts Hoche, and a "tumble-down" artillery depôt at Windhoek. And most of these hundreds of miles from Ovamboland. All these, practically speaking, must be counted to the south when in April of next year that great military railway from Swakopmund to Windhoek, thence to Keetmanshoop—Kalkfontein South—to Lüderitzbucht *via* Seeheim, is completed. To-day—let the reader glance at a good map—No. 1 battery is split up between Namutoni, in the extreme north, the last police-station, and Otawi, whereas No. 6 Company (110 men) of mounted infantry is divided into three sections, Outjo, Okaukweyo, and Zessfontein. Their objective, as time goes on, is the Kunene River, the northern boundary of German South-West Africa, but north of Tsumeb, about 120 miles south, there is no railway connection!

In my next article I will have something more to say about the military preparations in the south.

THE KEETMANSHOOP FORTRESS—ARMAMENT FOR AN ARMY—HOW MILITARY ARE PREPARING.

During my visit to Keetmanshoop, called by the Germans the "commercial" capital, I was fortunate in making the acquaintance of a man who in days gone by had been an officer in a German cavalry regiment, but who had been reduced to the ranks, a man who speaks his mind but minds what he speaks. Now, in a country swarming with police and military spies, where, as pointed out in a previous article, every man's

movements and whereabouts are ordinarily known to the authorities through the systematic registration, it is a matter of the greatest difficulty to conceal one's movements. But, even under such a system, there are ways out of the difficulty and extraordinarily amusing devices are employed to hoodwink the authorities. I was enabled to make thorough inspections, both by day and by night, in the strictly guarded enclosures of the Artillery Dépôt, and during a week's stay was enabled to convince myself that this arsenal was four times as large, and from its contents as important, as the one at Windhoek. Windhoek is the capital of German South-West Africa, and one would have thought that there—and not right away down south near the British border—the military centre with supplies would be infinitely greater and on a larger scale. Especially should this be the case when one remembers that it lies some 400 English miles nearer the “dreaded” Ovamboland. Principally from my own observations conducted on the spot and from information supplied from a trustworthy official source and the ready assistance afforded me by my friend, I found that at the time of my visit a few months since, smiths, farriers, painters, carpenters, and saddlers had more than their hands full in coping with the amount of work thrust on them; saddlers and harnessmakers were, in fact, working overtime at night to satisfy the officers from the various dépôts mentioned in the last article, and to supply their wants.

PROVISION FOR TRANSPORT.

The camel corps, lately shifted to Kalkfontein North, and other such corps are an important branch of the service; and 1000 saddles and water-bags for them were being made “to order.” Although difficulties exist in the successful breeding and rearing of the camels (or rather dromedaries), these animals are best adapted in the terrible sand-wastes, which portions of the south are notorious for, and every effort is made to have some good animals constantly fit and in readiness for emergencies.

Within the dépôt there were 3287 wheels, mostly for trek-ox wagons, all standing ready for instant use, as also were 47 gun-carriages, with 14 16-pounders complete, and painted a neat French grey, 18 ambulances, 82 covered convoy vehicles, and during the week others arrived from Lüderitzbucht, just out from Germany. For, be it remembered, Keetmanshoop is the great pivot around which all the other magazines are centred, and all supplies first find their way thither from the coast, whence they are regularly assorted and sent to wherever required.

There are three large magazines, transportable marquee structures, common to military depôts throughout the country, some 150 ft. by 35 ft., containing, or rather at the time containing, 28,000 military rifles, huge quantities of bandoliers, officers' and men's kits, and so forth. Also three further magazines for ammunition.

Some 15,000 double bags of oats, 4000 bales of pressed lucerne, 800 of hay were stored within this heavily protected enclosure when I was there.

MILITARY STORES ARRIVING.

At the north-western side are the officers and a deeply-trenched military range. Every day during my visit rifle practice was being indulged in, but one cannot see from the outside what scores are being made; the place is well concealed from view, whether strangers approach from without or within.

Every day sees fresh supplies arrive from the coast. Take a single shipload as an instance: 15 cases of saddlery for the artillery depôt, five cases of general provisions, one case of pistols, six cases of ammunition, 30 cases of clothing, 10,000 bags of oats, per steamer *Arnold Amsinck*, unloaded February 22, 1911. All these shipments arrive by German boats only. I am not giving the cargo, exceeding 6000 tons, imported by the civil population, although I can supply the figures. It is not to be wondered at that the authorities refuse access to the bills of lading to a newspaper correspondent for purposes of comparison, when such large quantities of military stores are being imported.

Now let us come to Windhoek, the capital, and 400 miles nearer Ambo-land, which German officials calmly tell a stranger is the chief military station. I was also enabled to inspect the supplies at the artillery depôt here, and give them for purposes of comparison: 18 broken-up gun-carriages, unrepaired and damaged; 250 iron hoops in sections of five a time; nine marquees, about 25 by 75 by 15; three of these used for stabling and others for men's quarters; and 7000 bales of locally-collected and sent in hay. Surely a "slight" difference as compared with Keetmanshoop.

Keetmanshoop is therefore the most important town in the country. Its climate is similar to that of the Rand, if not so high above sea-level—about 1000 metres. It is situated between a range of low hills, and has a good water supply. It is only 300 miles from Lüderitzbucht, or 12 hours, if need be, by train, with the new locomotives recently arrived, and less than 160 miles by road from the Cape border, say *via* Hasuri to Rietfontein. From Keetmanshoop to Kalkfontein South is only 220 kilometres,

connecting with most of the military centres mentioned in my last article. Kalkfontein South is barely 100 English miles from Raman's Drift, on the border. Keetmanshoop is at present being linked up with the capital, Windhoek; a large number of Cape boys and Transkei natives doing the work. There will be about 500 miles of railway, the southern portion built by the Lenz Company as far as Kub, about half-way. The Lenz Company is doing excellent work, its Traffic Manager being Mr. Weber, a very fine fellow, who is doing his best to attend to the grievances of the "boys" and to listen to their complaints, as many a German overseer knows to-day to his cost.

STRATEGIC RAILWAYS.

The northern section is in the hands of Orenstein Koppel, Limited. It was on the section of the line being constructed by this firm that the Wilhelmstal slaughter took place last year. Thanks to the efforts of Mr. H. Burton, the Minister of Native Affairs, a Commissioner has now been appointed by the Union of South Africa to watch over the natives from British South Africa; his salary being paid by the German Government. But the much-talked-of compensation to the relatives of the victims is still being withheld, although nearly a year has elapsed since that tragic occurrence. The Windhoek-Keetmanshoop section the "Nord-Sued Eisenbahn," as the Germans call it, is expected to be ready for traffic by April 1 next. When completed a great network of railways for strategical purposes leading out to the Union border will be available. To-day mails, say from Lüderitzbucht to Windhoek, are carried by steamer only, a most irregular service. Telegraphic communication, of course, is long established, and many more new branch lines are under construction, under this head. The railway is constructed throughout on the Union pattern, or what is still called the Cape gauge, except the Otawi line, which is narrow gauge, and a small section between Swakopmund and Karibib, half-way to Windhoek, all of which is about to be altered to Cape gauge. Work already has been commenced from the Windhoek side. The Germans hope one day to link up with the South African railways from Kalkfontein South *via* Warmbad, to a point at the border presumably. Thus their troops could be hurried, on the completion of the railways now building, a thousand miles by rail from the north through to the south on to the Union border in the space of a few days.

ARMY MANŒUVRES ON THE BORDER.—WHERE THE RAILWAYS LEAD.

As has been pointed out, the network of railways built during the past

five years, and still building, is one of vital importance to the military. Well over 1000 miles of railway have been completed. The nearest terminus to the Cape border is Kalkfontein South, starting from Keetmanshoop, *via* Seeheun; about 200 miles in all. This railway runs across innumerable bridges and sluits from the Great Fish River, thence through the Karas Mountains to Kalkfontein South. It is fairly certain that the extension to Warmbad, which is only 50 miles from the Cape border, will be commenced soon after the line from Keetmanshoop to Windhoek is completed, about the middle of next year. From Kalkfontein South to Ukamas, about five miles from the Cape border, is less than 90 miles. There is no railway connection, and it is a country covered with sand, adjoining the Bechuanaland Protectorate. From Ukamas to Upington, on the Orange River, is barely 40 miles by road. As all these military stations throughout the south are linked by either telegraph or telephone, it will be seen that a strong German force could be brought to the Union border in the space of only a few hours. I know personally of two men who rode the distance from Warmbad to Raman's Drift in less than five hours. They tried to get out of the country in the hope of evading their creditors, but were stopped by a patrol of Cape Mounted Rifles stationed near the drift.

It is interesting to note that whenever manœuvres take place on anything like a large scale, this south-eastern portion of German South-West Africa is the area selected. Soldiers have told me that they have a very trying time of it, although the country thereabouts is said to be healthy all the year round. Should a war take place between England and Germany, three main columns could be marched out from Keetmanshoop *via* Kalkfontein South, then split up, one to Raman's Drift to the Cape *via* Warmbad, another from Kalkfontein to Ukamas into Bechuanaland, a third from Kalkfontein *via* Uhaib to Skydrift or Stolzenfel, into the Cape. What provision is in existence to check their progress into the territory of the Union? What a tremendous amount of harm could and would be done! In the meantime, General Smuts is framing his defence scheme. Are these outlying frontier stations of the Union being thought of?

IN THE NORTH.

But not only in the south-east, but also the far distant north-west of German South-West Africa, are there breakers ahead. The little narrow-gauge railway from the port of Swakopmund to Tsumeb, about 500 miles distant, is completed, a line of easy gradients, having only three

small insignificant bridges the whole of the distance. At Swakopmund there is no harbour, merely an open roadstead, and to-day in rough weather the landing of passengers (as I know to my regret) and cargo is a matter of impossibility. The present landing stage is of little avail; it was constructed by a pontoon corps during and after the Herrero rebellion. The south-west Benguela current deposits thousands of tons of sand yearly into the narrow bay, and the breakers continue their work of demolition. Therefore, the present structure cannot last too long, and work has already commenced with a new jetty, south of the present one. It will be 600 metres long and about 50 ft. wide. Last year's tonnage which was landed at Swakopmund exceeded 99,000, all of which had to be emptied into lighters from the ship's side, again to be hauled up on to trucks in waiting at the jetty. The Reichstag has voted £150,000 for jetty construction. German Imperial policy dictates the extension of the Otavi railway much farther north-eastwards to a place called Mahango, on the Okavango River, a distance of only 200 miles. That river is navigable, according to the statement of a military officer which appeared in the *Deutsche Tageszeitung* in September of last year, to within 90 miles of the Victoria Falls, and on it goods could be carried temporarily pending the completion of a further line running south of, and parallel with, the Portuguese border, thus connecting with the Cape to Cairo Railway. But whether such connection would ever obtain the sanction of the powers-that-be remains to be seen. The military officer in the article referred to concludes thus: "The building of such a line will be of vital importance to us, and enable German troops to be expeditiously landed in Ovamboland, or at any point north of Swakopmund, close upon a thousand kilometres inland. Angola and North-Western Rhodesia is the hinterland for German south-west trading opportunities, and its Otavi railway, which must be won for the German harbour of Swakopmund, inasmuch as our railway affords the shortest and best connection."

WHAT'S IN THE WIND?

It seems to indicate what really is in the wind. German statesmen of 1890 are not those ruling the country's destiny in 1910, the "expansion" scheme seems to be in abler hands. Are the Katanga riches coveted, are German troops, in face of the opposition to such a movement in the German Colony, meant to occupy Amboland after all? Everything possible is being done at present to avoid friction with the Ovambos. Why, then, continue the line of railway, and send troops to an unhealthy country?

WALFISCH BAY.

Let me quote a passage which appeared in the columns of the *London Magazine* of March, 1910, signed by "Anglo-German." The writer says, *inter alia*: "During a recent stay in Germany, I was introduced, by a man whom I knew to be one of the chief functionaries of the institute known as the 'Commerce Defence League,' to a friend of his who had just returned from German South-West Africa. On a subsequent meeting I entered into conversation with this gentleman, and made some inquiries concerning the country. He said little headway was made, and little was looked for. Men and money were being freely expended, without present return. The only good harbour was in the hands of the British (Walfisch Bay), as were all the islands on the coast.

" 'Why, then,' I asked, 'do the Germans persist in their occupation of the country?'

"He answered frankly, smiling craftily: 'We Germans look far ahead, my friends. We foresee another *débâcle* in South Africa, and we are on the spot. Thanks to the pioneers of our League, our plans are all matured. The League finance the scheme, and the Government supplies the military forces. Walfisch Bay will before long be German territory, by cession—or otherwise (?), but in the meantime British free trade opposes no obstacles to us, and we can pursue our purpose unmolested.'

" 'What is that purpose?'

" 'Surely you are not so blind as to need enlightenment?' was his reply. 'Germany has long since regarded South Africa as a future possession of her own. When the inevitable happens, and Great Britain finds her hands full elsewhere, we are ready to strike the moment the signal is given, and the Cape, Bechuanaland, Rhodesia—all the frontier States—will fall like ripe apples into our grasp.'

I might here state that the Germans are apt to count the unhatched chickens, flushed with the success of her intrigues. Frequently I have heard it stated, whilst in the country, even from Marines, that one day the German ensign would "fly on the Lion's Head," and that in the event of trouble between England and Germany the Boers would side with the invading forces into the Union of South Africa.

The only fitting answer to this emphatic statement, and I have heard similar "opinions" from well-known officials in the country, are ex-President Steyn's remarks in a significant speech he had made on December 10 last, during the unveiling of the memorial to the burghers

who fell in the late war, paying eloquent tribute to the dead. He said, amongst other things: "It was possible that, at a given moment, all the British troops might be called away from here to protect the interests of the Empire in another part of the world. In that case, if they did not want to become the prey of any enemy, they should be prepared to defend themselves. . . . A people unwilling to defend itself would not long remain a people. . . . Had they not seen how, in recent time, events had taken place in Europe which had a direct bearing on South Africa, and which might yet bring about complications and raise a storm? . . . He believed that patriotism meant being true to oneself, true to one's country, and to Him who would faithfully lead them further."

SEEN THROUGH GERMAN GLASSES.

(By *Albert F. Calvert*, Author of "*The German Colonies in Africa*," &c.)

THE culpable weakness and indecision of the Imperial Government in neglecting to anticipate Germany's Colonial ambitions in 1884 was only an isolated instance of the parochial policy which distinguished British statesmanship of the period. It resulted in 30 years of Teutonic aggression in South Africa, and has necessitated the expedition of a military force to effect the inclusion of an homogeneous part of Cape Colony into the Union at an avoidable cost of blood and money. Some consolation may be derived from the fact that the Germans have been at considerable pains and expense to develop the resources of the territory and prove its economic value in the interval of their occupation. In 1884 the coasts of Damaraland and Namaqualand were without commerce or harbour accommodation and the hinterlands were inhospitable, unsettled, and unexplored. To-day there is a useful little harbour at Lüderitzbucht, and some £200,000 of German money has been spent in proving the impossibility of making a harbour at Swakopmund, and teaching the advisability of extending the port accommodation at Walfisch Bay. The Colony has been furnished with 547 miles of narrow gauge and 771 miles of Cape gauge railways open to traffic, with a revenue of over £150,000; it supports 1331 farms with a total area of over 13 million hectares (32 million acres), and possesses 761,000 sheep, 205,000 cattle, half-a-million goats, 16,000 horses, and 2500 ostriches. The exports of diamonds have risen in

value from £2550 in 1908 to nearly £3,000,000 in 1913, and copper, gold, silver, tin, and lead have also been profitably exploited.

It is true that Germany has developed her South-West African possessions on political lines, and raised the structure of her Colonial Empire on military foundations. Her railways are built with a view to their strategic importance, and her townships are located in accordance with the strategic plans prepared by her military experts. Dr. W. Kulz has told us that the greater part of the work done in the first twenty-five years of German rule in South Africa has been accomplished by German troops, and he maintains that its future possible development as a German Colony would be an impossibility without the fights and successes of the German soldier. The military operations, while alienating the sympathy of the natives of every region in which they have been undertaken—one-half of the Herrero population was wiped out in the war of 1904-8—have served a useful purpose in revealing and, in a measure, overcoming the natural drawbacks which were present in the remote parts of the country. Hundreds of water-holes and wells have been discovered or dug, in many of which water was only struck at great depth; dams have been made to conserve the rainfall, and the danger of water famines, to which the Colony was subject, has been largely removed. As a mining country, a cattle country, and an agricultural country, great progress has been made in the Protectorate during the past thirty years, and its addition to the Empire, beyond “rounding off the Union in a natured manner” will represent, as *South Africa* recently declared, a valuable mineral and agricultural territory, capable of ultimately supporting a very large trade.

The Germans have summed up their South-West African possession as “not a bad country, but one that imposes heavy tasks upon its Colonists.” It is not a land flowing with milk and honey, but it has made more progress in the last ten years than any other German African Colony. German Commissioners, Deputy-Commissioners, and other diligent officials, in gathering materials for schemes for the systematic settlement of the country, have carefully investigated the natural and geological conditions of the Colony, and in their stocktakings of the advantages and disadvantages presented by the territory, they contrive to show a substantial balance on the right side. In “Under Kolonialwesen” Herr C. Grotefeld dilates upon the horrible desolation of the coastal regions, the scarcity of the rainfall, and the trackless wildernesses of sand. He speaks of the bare, wild, and desolate districts of the mountainous north, whose glowing rocks are destitute of vegetation. The only water-

ways in which water is always to be found are the three frontier rivers, the Kunene, the Okavange, and the Orange—"which are of little use to our Colony as only one bank belongs to us"; the other rivers, except in the rainy seasons, being merely waterless channels. But Herr Grotefeld admits that the mountains are "rich mineral treasure houses," and that, with a proper system of irrigation, large tracts of country can be successfully cultivated. The same authority states that the Colony will be able to support a large mining population, which will provide a market for the wheat that can be cultivated for local consumption. Moreover, the grape growing districts could make South-West African wines, which, he believes, would find as ready a sale in the markets of the world as Australian or Cape wines, while valuable tropical plants flourish, and the recently planted sisal argaves are progressing favourably.

Herr E. Hermann in "Viehacht und Bodenkultur in Deutsch Süd-West Africa" (1914) asserts that the country, with the exception of Ambo Land (or Ovambo Land as it is sometimes called), and a few other districts too remote to be colonised, is essentially a cattle-breeding land similar to Australia, the Argentine, Western Texas, and the remainder of South Africa. According to this author, agriculture cannot be made to prosper because, in the first place, of the insufficiency of the rainfall, the unsuitability of the soil, and the scarcity of labour and markets, and, in the second, because, while prices for produce are high, they are not high enough to cover the expenses of irrigation and transport. Small, favourably situated farms can often be worked at a profit, but "garden-culture" in the fertile districts is handicapped by the cost of the land and the competition already established. But as against this pessimistic summary of its agricultural prospects, Herr Hermann assures us that "the whole country, on the other hand, is open to cattle-breeders. Every blade of grass, every leaf, every shoot possesses unusual nourishing properties. This is proved by the fat, good condition and strength of cattle, mules, horses, &c., fed on this dry but extraordinarily nourishing fodder, even after a ten months' drought. . . . One district is best for cattle-breeding, another for small stock, and yet another for horse-raising, but cattle can be bred everywhere, and even the most desolate, desert-like districts can be turned to account by grazing the cattle over a large area. Sufficient water for cattle can be obtained in almost every district."

Dr. Paul Rohrbach, the Imperial Emigration Commissioner, in "Die Deutschen Kolonien" (1914), more than confirms the glowing estimates formed by Herr Hermann of South-West Africa as a cattle-breeding

country. "In spite of the varied nature of the land," he writes, "from the Orange River in the south to the Kunene in the north, and from the Namib in the west to the Kalahari in the east, its vegetation and conformation are those of a sub-tropical steppe and grazing country, which is marked out by Nature herself for cattle-raising." After careful investigations, Dr. Rohrbach puts down the grazing land of the Protectorate—exclusive of fields, garden land, and inhabited areas—at no less than half a million square kilometres—a territory equal to that of the German Empire in Europe—capable of carrying 3,000,000 head of cattle and 2,000,000 sheep and goats—representing a yearly export of 100,000,000 marks. Compared with Australia, with its 70,000,000 sheep and export value of 458,350,000 marks, he regards German South-West Africa as equally suited for sheep-rearing as our Antipodean possessions, whose wool alone amounts to 400,000,000 marks. With 15,000,000 sheep, he estimates that wool alone might be exported to the value of 80,000,000 marks, *plus* his foregoing calculation of 100,000,000.

Cattle-breeding, in the opinion of Dr. Rohrbach, is the safest venture upon which the Colonist in German South-West Africa can embark his industry and his capital, and he predicts that the chief exports in the future will be frozen meat, meat extracts, and meats to Hamburg. Speaking generally, he declares that the Protectorate is at least as profitable as Cape Colony was in its early days, and every district is being developed with more or less vigour. He remarks upon the Cape's exports of wool, mohair, and ostrich feathers which amount to about 100,000,000 marks yearly, and concludes that as in South-West Africa there is as great an area available for small stock as in Cape Colony, there is no reason why its exports should not be equally great.

Germany's Colonial policy in South-West Africa was to provide a home for its surplus European population and a market for the German home trade. The Imperial Emigration Commissioner was greatly impressed with its possibilities of fulfilling both these useful purposes. He asserts that in addition to its cattle industry, the agricultural development is progressing, towns of comparative magnitude are occupied by White inhabitants, and the population is increasing. He appears to rely upon the mineral treasures of the country to do the rest. With only the diamond fields of Lüderitzbucht and the copper mines of Otavi and Tsumeb in operation, he finds the prospect distinctly encouraging, and in the likely event of other large deposits of valuable minerals being discovered, he anticipates that a strong development, equal to that of the

Transvaal, would set in. With the proved existence of large mines; the population and the revenue from trade will increase independently of agricultural profits, and we are told that even if no extraordinary discoveries are made, the total value of the imports, which is now placed at 30,000,000 marks, will be easily doubled in the course of the next decade. The importance that the Colony is beginning to assume as a market for the home industries is very evident to Dr. Rohrbach, who further estimates that when carefully developed the Protectorate will be able to maintain a population of several hundred thousand European settlers.

With regard to the railway service of the Colony, Dr. Rohrbach remarks that when the railway scheme which is now under consideration for opening up Ambo Land is completed and Gobabis, the centre of the Eastern district, is connected by rail with Windhoek "the requirements of the farmers as regards railway transport will be practically fulfilled."

One of the chief economic troubles the German authorities in South-West Africa were wrestling with before the declaration of war, arose from the comparative failure of the Concessions System in developing the resources of the Colony. Of the eight Concession Companies, with an original total capital of 86,000,000 marks, six appear to have spent about 8,000,000 marks, half of which represented a loss from which the Colony has derived no benefit, and it was expected that their concessions would automatically revert to the Government through their inability to fulfil their obligations. On the question of the best means of attracting settlers to the Colony, the Administration was also beset by a knotty problem. Since the Reichstag obstinately declined to vote the money required to finance a land-grant system, alternate proposals were advocated of luring young farmers to the country by letting them off part of their military service and of deporting convicts, who would work under restrictions pending their rehabilitation to citizenship and their establishment as small landowners in the Colony. With the advent of the war the German Administration will be relieved of the settlement of these perplexing problems, and the heavy tasks imposed upon the colonists of German South-West Africa will pass into more competent hands. The German Emperor threatened Belgium that in the event of her participating in the war he was waging against the "decadent" French and the "treacherous" English, she would be punished by the loss of her Congo possessions; before the inevitable issue of that war is reached, Germany's Colonial Empire will be numbered with the vanished empires of Carthage and of Rome.

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